

JONES & TAYLOR,
Stevedores and Contractors.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON.
DODWELL & CO., LIMITED
General Managers.

NEW SERIES No. 1351. 日二月九年五十二精光

THURSDAY, OCTOBER 26, 1899.

四拜禮

號六廿月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 12,000,000
CAPITAL UNCALLED 12,000,000
RESERVE FUND 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE
NACASAKI. LONDON
LYONS. NEW YORK
SAN FRANCISCO. HONOLULU
BOMBAY. SHANGHAI
TIENTSEN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annun on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

5 " 4 "
3 " 3 "

S. CHOH, Agent.

Hongkong, 4th October, 1899. [382]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. HANKOW
CHEFOO. PEKING
CHINKIANG. SWATOW
FOOCHOW. TIENSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annun Fixed Deposits for 3 months.
4% " " 6 "
5% " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1899. [1237]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £2,324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. Kwantu Chuen, Esq.
D. Gillies, Esq. J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 30th May, 1899. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £600,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per

annun on the Daily Balance.
On Fixed Deposits for 12 months, 4 per cent.

5 " 6 " 3 "
T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1899. [31]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,000,000
RESERVE LIABILITY OF PROPTORS \$10,000,000

COURT OF DIRECTORS:

R. M. GRAY, Esq., Chairman.

N. A. SIENS, Esq., Deputy Chairman.

David Meyer Moses, Esq.

E. Goett, Esq. A. McConachie, Esq.

A. Haupt, Esq. A. J. Raymond, Esq.

R. H. Hill, Esq. P. Sachse, Esq.

The Hon. J. J. Keswick, R. Stewart, Esq.

Chief Manager:

Hongkong—Sir. THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADDE-GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annun on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per Annun.

For 6 months, 3% per cent. per Annun.

For 12 months, 4% per cent. per Annun.

THOMAS JACKSON,
Chief Manager.

Hongkong, 16th October, 1899. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT per annum.

Depositors may transfer at their option

balances of 500 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 1% PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1899. [10]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SHANGHAI ... Bengal S. Burcham About 28th Oct. Freight or Passage
LONDON, &c. ... Parramatta A. Symons Noon, 28th Oct. Freight or Passage
JAPAN Rohilla* S. B. Lockyer, R.N.R. 4 P.M., 28th Oct. Freight or Passage
LONDON Java G. W. Gordon, R.N.R. About 2nd Nov. Freight or Passage
JAPAN, &c. Japan* G. K. Wright, R.N.R. About 4th Nov. Freight or Passage
LONDON Shanghai F. C. A. Lyon, R.N.R. About 16th Nov. Freight or Passage
* (Passing through the Inland Sea). [1] (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 24th October, 1899.

[1]

HONGKONG
HOTEL.

NEW ROOMS
At Moderate Daily-Rates.

BLATZ,
A LIGHT, SPARKLING
AMERICAN BEER,
WELL-BREWED AND CAREFULLY BOTTLED.

SPLIT AGENTS:

H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
16, QUEEN'S ROAD.

Hongkong, 17th October, 1899. [20]

JUST LANDED

GIESLER & CO'S
CHAMPAGNE.

In Magnums—Bottles and Half Bottles.

One of the most popular Brands in ENGLAND and the
UNITED STATES.

CALDBECK, MACGREGOR & CO.,

Sole Agents for
Hongkong, China, Japan, the Strait Settlements,
the Philippines and British North Borneo.

Hongkong, 18th October, 1899. [15]

THE
CLUB HOTEL,
LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and
supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all
Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36]

THE VERY LATEST,
Ex. S.S. SHANGHAI.

AN UNPRECEDENTED SHOW OF

FASHIONABLE WINTER GOODS
NOW ON VIEW.

W. POWELL & CO.,

Immed. Opposite P.O. 1st floor.

[21]

Intimations.

A foreigner may sneer at the enthusiasm of our Volunteer Forces, and imagine that in actual warfare they would be of

LITTLE

use, but there is no doubt that, in our recent difficulties, and they have been many, the fact that the

BRITISH ARMY

is so well prepared for any contingency, has made our very doubtful friends and would-be enemies pause before insulting or annoying us too far, but it

GOES

without saying that to remain strong, we must keep healthy. A person suffering from Indigestion, Biliousness, and general ill-health, often declares that life is

A—

burden, and he imagines nothing will set him right. Let him, however, purchase a box of BEECHAM'S PILLS and try them, and he will soon have cause to wonder why he suffered so

LONG

and unnecessarily when such a complete remedy exists, as it were, almost at his door. In this

WAX

he will realise beyond all doubt the truth of that old saying that "Beecham's Pills are Worth a Guinea a Box."

Watkins, Limited,
SOLE AGENTS.

[14]

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

Auctions.

GOVERNMENT NOTIFICATION No. 564.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 14th October, 1899. [1334]

Particulars of the letting by Public Auction, to be held on Monday, the 30th day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary No.	Measurements N. W. S. E. N. E. W. S. ft. ft. ft. ft. ft. ft.	Contract Square ft.	Annual Rent	Upp. Price
1	Land No. 102.	70 70 70 70 70 70	4,900	55	590

GOVERNMENT NOTIFICATION No. 565.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3.15 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 14th October, 1899. [1335]

To-day's
Advertisements.



VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, TO-NIGHT, the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 26th October, 1890. [1326a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUL,
THE Company's Steamship

"HAILOONG."

Captain Robson will be despatched for the above Port, on SATURDAY, the 28th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPIRAK & Co.,
General Managers.

Hongkong, 26th October, 1890. [1350a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI,

THE Company's Steamship

"WHAMPOA."

Captain Garrioch will be despatched as above on MONDAY, the 30th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th October, 1890. [1348a]

FOR NEW YORK VIA SUEZ CANAL,
THE Steamship

"JOHN SANDERSON,"

will be despatched for the above port on or about the 31st instant, and will be followed by S.S. ST. JEROME to sail about 15th Nov.

For Freight, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 26th October, 1890. [1327a]

"BEN LINE OF STEAMERS."

FOR LONDON, VIA SUEZ CANAL,
THE Steamship

"BENLEDIA."

Captain Farquhar, will be despatched as above on TUESDAY, the 7th November.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th October, 1890. [1353a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESHOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 1st November, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 1st November, and SATURDAY, the 4th November, both days at 10 A.M., upon notice of such damage being in beforehand to this office.

All claims must reach the undersigned before the 4th November, or they will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 26th October, 1890. [1351a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL,
THE Company's Steamship

"KINTUCK,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st November, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 26th October, 1890. [1349a]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT relying on the well known kindness of the Benevolent Friends of the Institution begs to APPEAL to their Charity for assistance on behalf of a poor destitute Woman, a native of Mauritius, with four children of tender age, that had been led by deceit to the interior of China, where they had suffered very ill treatment, resolved to escape to this Colony and came to the Convent in the most miserable and distressful condition, craving a shelter.

It is more than a year that the Superioress has kept them under her care for want of means to send them back to Mauritius, but, as the poor woman is longing to be once more amongst her own people and as there will be a steamer for Mauritius on the 14th instant, the Superioress fully hopes that her earnest petition will be kindly attended.

The Charity of the kind benefactors will certainly be amply rewarded by the Merciful Father of the abandoned.

Hongkong, 11th October, 1890.

Entimation.



A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

Per Doz.
Case.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal

Capsule - - - - - \$10.80

C.—MANZANILLA, PALE

NATURAL SHERRY, White

Capsule - - - - - 12.00

CC.—SUPERIOR OLD DRY,

PALE NATURAL SHERRY, Red

Seal Capsule - - - - - 12.00

D.—VERY SUPERIOR OLD

PALE DRY, choice old wine,

White Seal Capsule - - - - - 14.40

E.—EXTRA SUPERIOR OLD

PALE DRY, very finest quality,

Black Seal Capsule (Old

Bottled) - - - - - 20.40

B, C, and CC are excellent dinner

Wines and suitable for invalids and

delicate stomachs. D and E are

after-dinner Wines of a very superior

vintage. All are true Xeres Wines.

Sample bottles and smaller quantities

will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

MARRIAGE.

At the Cathedral, Shanghai, on the 21st

October, 1890, by the Right Rev. C. P. Scott,

D.D., Bishop of North China, and the Rev.

H. C. Hodges, M.A., PERCY ROMILLY, second

son of Sir John Wilds, Bart., K.C.M.G., to

CHARLOTTE CUNINING SCOTT, youngest

daughter of W. Wykeham Myers, M.B., of

Taiwan, Formosa. No cards. [1352a]

THE Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 26, 1890.

REUTER'S TELEGRAMS.

THE WAR.

LONDON, October 29th.

The position at Glencoe is watched with

extreme anxiety. General Yule has retired on

Glencoe to effect a junction with General White.

An overwhelming force is surrounding Glencoe.

General White fought a successful action

yesterday with a Free State force between

Ladysmith and Newcastle and hopes to join

hands with General Yule.

A telegram from Mr. Rhodes to the War

Office urgently demands re-enforcements for

Kimberley.

A strong Naval Brigade has been landed at

Simontown and hastened Northward. Its

destination is kept secret.

WEATHER REPORT.

The Observatory report says—

On the 26th at 11.55 a.m. barometric changes

are slight. The high pressure area is still

central over the E. coast of China and W.

Japan, and pressure is slightly low over the

Southern Philippines. Gradients moderate to

rather steep. Fresh monsoon on the coast,

very strong monsoon in the N. part of the China

Sea. FORECAST.—Fresh N.E. winds; fair.

LOCAL AND GENERAL.

TO-DAY'S football match was postponed.

Many in Singapore will be glad to hear that

Miss Ellis Davies, daughter of Capt. J. C.

Davies, pilot, of this port, has succeeded in

obtaining a bronze medal for singing at the

Royal Academy of Music, and this after only

thirteen months' attendance at the Academy.

THE French colonial estimates for the present

year are set down at 85,000,000 francs; but

this does not include the civil expenditure,

pensions to Government officials, interest on

the various colonial debts, &c., which items

bring the total expenditure up to some

300,000,000 francs. During the discussion on

the Budget of last year M. Camille Pelletan

pointed out that the colonial expenditure of

France was more than that of all the other

countries combined. And this expenditure augments rapidly every year.

A CRICKET match H.K. C. C. v. H.K. F. C.,

will be played on Saturday, commencing at

11.30 a.m. The following are the teams—

CRICKET CLUB. FOOTBALL CLUB.

H. M. Elliott, R.N. A. G. Wood.

Rev. G. R. Wallings. J. E. Lee.

Capt. Langhorne, R.A. J. Ross.

Major Clark, R.A.M.C. A. R. Lowe.</

STORM AT KOBE.

The high wind from the west and north-west which prevailed at intervals nearly all day on Monday, and all the following night, caused the sea to get up, and some seventeen or eighteen boats were wrecked off Tomposan, reports the *Kobe Chronicle* of the 18th. A police-boat going to their assistance also foundered, and the occupants—eight or nine policemen and a *sendo*—were nearly drowned. They were rescued by another police boat. Some of the men in the boats that were wrecked are reported to have been drowned. Damage was done to the breakwater on Tomposan.

The barometer remained very low all Monday, standing at 29.29 at six o'clock in the morning, but rising gradually to 29.41 at 6 a.m.

All through the night the wind was violent, exceedingly heavy gusts blowing at intervals.

A report of the *Kobe Meteorological Station*, issued at noon on Monday, stated that a depression appeared off Formosa at 2 p.m. on Saturday, and had advanced to Southern Kyushu at 6 a.m. on Sunday. The barometric reading was 29.99. As this threatened a storm, a warning was issued by the Central Meteorological Observatory to the eastern districts 1, 2 and 3. The depression subsequently became worse, and at 2 p.m. on the same day it advanced to Eastern Kyushu, where the barometer registered 29.90. At 6 a.m. on Monday the depression had advanced to the vicinity of the Kii Channel, the barometer falling to 29.70. At the same time the atmospheric pressure began to rise over the Luchi Islands, and a strong north-westerly wind set in. At Kobe the pressure began to lift at about 10 a.m. on Sunday, producing a gale, which continued for more than 30 hours. All day yesterday the weather continued rough and squally in Kobe.

A telegram from Shizuoka dated the 17th says:—The rice fields for a space of over 100 *cho** on the coast of Osada-mura, Obe district, were flooded by sea water yesterday in consequence of the high waves. The embankment was smashed for an extent of some 180 feet, and is now being undertaken to prevent the inrush of more water.

A message from Moji of the same date says:—The gale which was blowing since yesterday went down at 3 this morning. Eight boats were wrecked and a stone wall and pier on the beach collapsed. No lives were lost. Owing to the gale, communication between Moji and Shimonoseki was entirely stopped.

* A *cho* is 1,000 square feet.

THE H. & S. BANK v. YO-KEE.

On the 12th inst., in the Yokohama *Chilio* Saibansho, before Judge Watanabe Noburu, an action instituted by Mr. D. Jackson, Manager of the Yokohama branch of the Hongkong and Shanghai Banking Corporation, against a Chinese firm, known as Yo-kee, No. 159, Yokohama, for the payment of a promissory note covering the sum of \$7,000 issued by the latter in December last, came on for hearing. The plaintiff was represented by Barrister Ideura and the defendant by Mr. Akiyama. The *Japan Herald* reports that at the outset of the hearing, Mr. Akiyama made a protest, referring to the incorrect translation of the name of the Chinese firm, and also of the word "Manager," as no person except Directors could be legally qualified to bring an action in the Court representing a corporation. The Court was adjourned till 10 a.m. on Saturday, the 14th.

YOKOHAMA BRITISH CONSUL ROBBED.

The *Yodou* states that Mr. H. A. Bonar, British Consul at Yokohama, with a friend of his, was out shooting at Tsuchiura on the 6th inst. He stayed at an inn called Marumian. On the morning of the 6th Mr. Bonar discovered that Y. 30 in paper money which he had put in his pocket of his clothes the previous night was missing. The master was at once reported to the police who made search for the lost money when it was found in a cupboard of the house. A maid and manservant of the hotel were arrested on suspicion, but the former was released after examination.

THE YOKOHAMA AUTUMN REGATTA.

The autumn regatta, which, on account of the typhoon, had been postponed for a week, says the *Japan Advertiser*, took place on the 14th inst. It is impossible to conceive of a greater contrast as to weather than that between the two Saturdays—the one blustering, wet and wholly impossible for regatta purposes, the other bright, warm, almost windless, an ideal rowing day. Of the regatta itself it may safely be said that it was the most satisfactory held by the Club for many seasons. The main cause of this was the absence of those vexatious delays in starting which, of late years, have been more and more complained of by the officers and spectators. All the races were started on time; the Senior Pairs only excepted, this race having to be postponed owing to the illness of Squire J. J. M. Carte. It is to be congratulated on his excellent rowing, winning every event in which he had entered. Abbey, too, showed what good training and conscientious work will do by winning both the Junior Pairs and the Junior Fours. Moults' able coaching was rewarded by his crew securing first and second prizes in the Club Fours.

From the list of winners, published we note that Carte stroked the winning boat in the Senior Double Sculls, when he was accompanied by Irvine, in the Senior Fours, and in the Scratch Fours. In the Open Fours, Hayward stroked the winning boat, in which H. A. Poole was No. 2, Carte No. 3, and Irvine bow.

THE SENTENCE ON MILLER.

TOKYO, October 14th.

At the Appeal Court to-day, at 10.30 a.m., the American, Robert Miller, charged with a triple murder, was sentenced to death. He looked out of sorts, no doubt caused by anxiety as to the probable fate awaiting him. He listened attentively to the reading of the judgement, and showed no sign of perturbation whatever. The Judge read from a previously written document the principal features of the case leading up to the murder of Suye Aki and Nelson Ward. The Court recognised certain extenuating circumstances in the murder of the two girls, and on those two charges would have sentenced the accused to imprisonment for life. But as the murder of Nelson Ward was a most impudent one, committed with premeditation, the Court sentenced the prisoner to death. The whole proceedings occupied about an hour.

KOBE CHRONICLE.

A Treaty of Commerce and Navigation with China was signed on the 10th inst. in the Japanese Foreign Office by Viscount Aoki and the Chinese Representative, who is going home by the next steamer to obtain the ratification of his Government.

THE WORKS AT PORT ARTHUR.

The works to be undertaken in the improvement of Port Arthur, for which the Russian Government have assigned a sum of 11,000,000 rubles, include the construction of two mole, a considerable deepening of the dock, and of the roadstead and entrance channel. On the completion of these operations, naval storehouses on a large scale will be erected and furnished with stores and supplies of all kinds. The floating plant will also be increased, the existing dry-dock lengthened, and the construction of a new one will be commenced. The programme also includes the erection of a hospital, a church, houses for the commander and for the harbour officials, baths, warehouses, barracks, and dwelling-houses for the medical officers.

THE POWERS.

At the end of the nineteenth century the World Powers have rediscovered the Pacific. In fifteen years the position has been revolutionised; in ten years all the forces which make for unrest have energetically asserted themselves; in ten years more they may have stamped the Pacific with the marks of conflict for supremacy.

Russia, Japan, the United States and Great Britain are the four protagonists for premiership in the Pacific. Germany and France possess opportunities for annexation, but hegemony can be theirs in only the smallest degree. Just as France in New Caledonia is a thorn in the side of Australia, so Germany in the Carolines has placed herself athwart the American line of communication between San Francisco and the Philippines. If the next great struggle is to be between Germany and America, as Admiral Dewey thinks, the Americans will realise their mistake in allowing Germany to acquire the remnant of Spanish dominion in the Pacific. But beyond that Germany can do little. Unless she is able materially to augment her present possessions, she cannot hope to be in the running for a leading place in the Pacific. In America, the idea already obtains that the United States are the paramount power between the Chinese and the American seabards, and that the destiny of the Pacific is to be an American lake. But the talk in which some leading officials and politicians in Washington are indulging is as the prattle of a child excited by a pony. America can only acquire the authority which seeks in the Pacific by an alliance with Japan or Russia. But Japan leans towards Great Britain. The Americans therefore turn to Russia, the powerful magnet which seems to attract republicans irresistibly, and a Russo-American combination is not an impossibility. Russia will tap the natural wealth of Siberia and northern China. She will find the sinews both of war and commerce in the one and the raw material of considerable naval forces in the teeming population of the other. In the unlikely event of a Russo-American alliance in the Pacific, Japan and Great Britain will be driven together by need of mutual protection. Japan, with continued organisation and a measure of good fortune, cannot wholly fail to secure a large voice in Pacific destinies. The incursion of Western Powers has robbed her of the position of ascendancy and independence to which she would have attained as the result of her adoption of Western methods, and the yellow race will only now be able to assert itself in the Pacific in league with, or under the domination of, the white race. Japan recognises two things—that at the moment Great Britain is the paramount power in the Pacific and that Great Britain's attitude is defensive, not aggressive.

If Great Britain does not remain mistress of the Pacific as of other seas, the fault will be that of her sons under the Southern Cross. Federated Australia should count for at least as much as Japan. Australian federation is as momentous a fact in Pacific history as was the triumph of Japan in the war with China. Both events mean that New Powers have arrived prepared to dispute with all-comers for their respective rights. Australia as a nation, however, will enjoy dignities and must face responsibilities unknown to the individual colonies. That Australia will rise to the level of the occasion can hardly be doubted. She has in the part given ample evidence of her mettle. Australia has always evinced a lively sense of the merits of a ring fence. If such a fence has not been preserved, the misfortune, not the fault, is hers. —*The Saturday Review*.

THE PHYSICAL FEATURES OF THE TRANSVAAL.

We have already dealt with the history of the Boers and their character, as well as with the events of the last war with Great Britain. Some account of the physical features of the country may now prove interesting. The Transvaal (that is, the country beyond the Vaal river to which the Boers emigrated after their difference with the British Government) forms a compact inland territory about as broad as it is long, not more than 45 or 50 miles from the Indian Ocean at Delagoa Bay, but otherwise lying completely within the outer rim of the vast South African tableland. Its extreme length is some 500 miles and its extreme width about 400 miles. No accurate surveys are available, but the total area has been variously computed at from 110,000 to 120,000 miles, or about double the extent of England proper. The mean altitude of the territory above the sea exceeds 3,000 feet, so notwithstanding that it lies between 22° 15' and 28° 5' lat.—that is to say, about the same latitude as Formosa in the northern hemisphere—the Transvaal enjoys on the whole a healthy, invigorating climate, well suited to the European constitution. In some of the low-lying districts, it is true, African fevers are endemic, and the ictseu hants such districts and makes them almost impossible of being traversed because of the fatalities that occur among the cattle, but the progressive settling of the country and the drainage works carried on are gradually restricting these unhealthy tracts, and even the ictseu fly is said to be gradually disappearing. "Physically," says one authority, "the Transvaal forms a well-marked section of the great South African plateau, an elevated shallow basin with a mean altitude of over 3,000 feet, whose conformation has been compared to that of a saucer. On the south and east this basin is separated from the coast by a lofty inner and less elevated outer rim, the former from 6,000 to 10,000, the latter about 2,000 feet high, sweeping round in curves concentric with the seaboard, from Cape Colony through Natal and the east side of the Transvaal northwards to the equatorial regions." The highest mountain in the Transvaal is in 8,225 feet above sea level, but the mean altitude of the Transvaal plateau being, as already stated, some 3,000 feet, none of the mountains appear to the eye of striking elevation above the normal level. From a geological point of view it is pointed out that the numerous fossil remains of aquatic life, together with extensive sandy tracts and the presence in several places of water-shrubs, give to the central tableland the appearance of an upheaved lacustrine basin, whose waters escaped at one time through the Limpopo to the Indian Ocean, at another through the Vaal to the Orange River, and thence to the Atlantic. The Vaal and

Limpopo, it is further remarked, are still the two great fissures in the plateau, which carry off most of the surface waters to the surrounding marine basins. The Transvaal has several magnificient rivers, and is well watered, generally, being peculiarly suited for grazing or agricultural purposes. Bush, including mimosas, thorn thickets and creepers, cover extensive tracts on the northern and southern plains, and the Walkerstroom and Utrecht districts towards Natal are well wooded. But elsewhere the characteristic features are grasslands, downs, hill slopes, flats, even many parts of the higher uplands being covered with savannahs, generally affording good pasturage and fodder for cattle. The Boers and other agricultural settlers have hitherto occupied themselves chiefly with the breeding of sheep, cattle and horses, but there can be no doubt, according to the best authorities, that much of the country is eminently adapted to the cultivation of cereals, being capable of yielding two annual crops and producing some of the finest wheat in the world. The forest growths are confined chiefly to the deep kloofs or gorges of the mountain ranges, and these gorges will be of very great value to the Boers when the advance of the British into Transvaal territory commences, for parties will doubtless retreat within their fastnesses and make raids on the invaders as opportunity offers. The abundance of grasses and herbs in such a territory as the Transvaal naturally led to an abundance of herbivorous animals, and this again to a prolific carnivora. By the early settlers the Transvaal was described as the "paradise of hunters," as many as two hundred lions being, it is said, killed by the Boers, in their great "trek" in 1833-37, between the Orange and Vaal rivers. Besides the lion, there is the leopard, rhinoceros, elephant, giraffe, zebra, warthog, many varieties of antelope, and the ostrich, while the large rivers are frequented by the hippopotamus and the crocodile. However, the larger game is gradually disappearing as the country is becoming settled. But it is the extraordinary mineral wealth of the Transvaal that has attracted most attention, and, indeed, in no small measure responsible for the present war, for had it not been for the discovery of gold and diamonds, there would have been few *Uitlanders* in the Transvaal demanding the franchise. Moreover, besides the gold and the diamonds, there is much iron in the territory, either with copper, lead, cobalt, sulphur, saltpetre and coal, this last with gold, copper and iron, being probably the most abundant and widely distributed. Altogether it will be seen that the Transvaal is a country of wonderful resources, which only wait to be developed under a liberal and progressive government for the territory to take perhaps the leading place in South Africa. —*Kobe Chronicle*.

March 29th the tidings of the armistice reached "General" Coote, the Boer commander outside the fort of Bachelstroom. On St. Patrick's Day Colonel Winsloe, finding his wounded men were dying for want of food, sent out a Kaffir spy, who brought in news of the armistice, which he obtained promptly without the knowledge of that soul of military honour, Meinherr Cronje.

Two days later Winsloe sent a letter to Cronje informing that he had got to hear of the armistice, and he understood provisions and much needed medical requisites were awaiting entry into the fort. Cronje professed complete ignorance as to the armistice, and so our poor fellows, who had come to the utter end of food and physic, had no alternative but the bitterness of surrender. On March 29th the men, women, and children, worn down almost to skeletons, left the small earthwork in which day and night, under a veritable *faux d'enfer*, they had been cooped up for three months, with bugs blowing and a home-made flag battered with bullet-holes (Lieutenant Rundle afterwards showed it to the Queen) waving at their head. They were beaten by treachery and treachery of a peculiarly base and heartless degree.

FAKE FALSE OF TRUCE.

By the way, my friend, Mrs. Boult was during the siege shot in the neck one morning when rushing from one sandbagged shelter to another. The flag of truce, which was tried over and over again in the disastrous campaign of 1880-81, and just as many times our innocents walked into the trap. At opening of the ball, at the massacre of Brunet's Spruit, when the 94th were cut to pieces, *le drap de blanc* was used simply as a cover, under which the Boers closed in upon the doomed regiment. And at the action of the Ingogo River these chivalrous gentry fired upon one of the heroes of Rorke's Drift, the Rev. Mr. Ritchie, who had gone forward with a white flag in response to one hoisted by the enemy. That militant chumman, in describing the incident to me, observed that when he heard the splash on stones of Westley-Richard bullets all round him he never since his ordination felt so tugily inclined to—well, express himself in not exactly devotional beatitudes. One callous subaltern, indeed, averred that the padre used a "big D," but when he was only a very junior second lieutenant, so little credit was given to his statement. But the occasion was one to eminently tax the self-restraint of even an army chaplain, for while the reverend gentleman stood out in the advanced front flourishing a pocket handkerchief he noticed, to his great disgust, that the Boers were profiting by the opportunity to creep round our flanks. Even that war-worn Bishop, Father Brindle, might be pardoned if under the circumstances he did what our troops are reported to have done in Flanders.

MURDER OF CAPTAIN ELLIOTT.

After the annihilation of the hapless 94th, two un wounded officers, Captains Elliott and Lambart, were set free on parole. They were taken to a *drift* on the Vaal River, and were forced to attempt a crossing where the river, owing to heavy floods, was impassable. The Captain's cart in which they were sitting was turned over, and when swimming for the lines the Boers poured in a volley upon them, killing poor Elliott at once. Lambart, who, like myself, had been on reconnoitring work, escaped by a miracle, and managed, half-naked and footsore, to reach Natal. After peace was established, some of the murderers were tried by a Boer jury at Pretoria, and, needless to say, promptly acquitted. No other reparation was ever made or asked for by our Government for the foul deed.

COULDING DOCTOR.

Another shocking instance of Boer treachery was that of a civilian doctor, who, with a surgeon-major, was despatched from Pretoria to the scene of the Brunkers Spruit massacre, to succour the wounded prisoners. His uniform saved my friend Centford, the Army medical, but the other doctor, the Boers having decoyed him into a house on the pretence of giving him a drink of milk, was stripped to his nakedness and left to die. The doctor had concentrated at the identical farmhouse to which we had been so thoughtfully directed. That very night the fiery cross of insurrection had gone forth, and our kindly informants no doubt considered that such a chance of polishing off two British officers was not one to be thrown away.

They were not good souls, quite up to the job themselves, and so it was suggested that we might "call next door," where our entertainment would not impossible have assumed a game hardly recognised in the ethics of hospitality. I have descended to this morse of personal detail because it ill-illuminates from my own knowledge that detestable quality which bulk so largely in the Boer character—"selo," artful, cunning, as they describe it when speaking of themselves; treachery, it might with more justice be written down by people whose conceptions of fair play are otherwise than those of the average Dutch Transvaaler. Sometimes this peculiar side of the Boer character has been responsible for results more humorous than tragic. Take, for instance, an episode of the Potchetspruit siege, as narrated to me the other day, coming home from the Cape, by Mrs. Percy Boult, one of the ladies who contrived to survive through the vicissitudes of a three-months-long investment in a terribly over-crowded mud fort.

FIRING ON A FUNERAL.

By a Boer messenger, who, under cover of a flag of truce, carried a letter to a sister of my friend, came a document in telegraphic cipher, purporting to be from Colonel Bellairs, commanding the troops in the Transvaal, announcing the beleaguered garrison that he with a strong column had come to their relief and would be with them next morning. The besieged 21st Scots Fusiliers were "to make a sortie in force on three rounds being fired from a gun at random" successively; a big fight was to take place "here is where they grappled themselves" and the Boers were to be driven away. This precious missive was so evidently a fraud that no notice was taken of it. The signal failed, or the heroic little garrison never heard three guns; but sure enough in a dreary rain they heard heavy firing in a wood about a mile off, and the distant sound of a very badly imitated British cheer.

The enemy got their morning's amusement for nothing, and they must have had some trouble in drying themselves, for, according to Mrs. Boult, the rain on that particular occasion could not well have been heavier. Mrs. Sketchley, one of Mrs. Boult's sisters, died during the siege. A truce of an hour was arranged when the body was buried, but before the time was up the God-fearing Boers opened a quick fire upon the sorrowing family, and the officers of the 21st who had accompanied them to the shallow grave just outside the entrenchments. Major-General Sir H. Rundle—then a gunner subaltern—was it may be incensed, one of the mourners at this inexpressibly sad funeral. But the crowning act of treachery was that which involved the surrender of the fort.

THE BETRAYAL OF POTCHEFSTROOM.

One of the terms of the armistice concluded by Sir Evelyn Wood at Lyng's Nek was that he should be at liberty to send eight days provisions to each of the garrisons in the Transvaal, all hostilities to be suspended at each town for eight days after the arrival of supplies. On

SHIPPING REPORTS.

Captain Thomson, of the steamship *Argyll*, from Amoy, report—Strong monsoon and fine weather.

Captain Robson, of the steamship *Hailong*, from Swatow, reports—Strong E.N.E. wind and high sea, fine but cloudy weather.

Captain Warrall, of the steamship *Antuck*, from Singapore, reports—From 19th to 2nd, moderate to light variable winds and fair, from 2nd to arrival, strong monsoon with heavy confused sea.

NOT ANDA.

CALENDAR.

OCTOBER.
Meteorological means based on fifteen years' observations to 1898.

Barometer 29.98
Thermometer 76.2
Humidity 71
Rainfall 5.79

TO-DAY.
WEATHER REPORT.

Barometer 30.20
Temperature 75
Humidity 68
Rainfall 5.75

TO-DAY.

Thursday, 26th October, 1899.

Chinese—22nd of 9th moon of 25th year of Kuang-hsi.

Sun—Rises 6hr. 23min.

Moon—Last Quarter 5.17 p.m.

Intimations.

NISSON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	
STEAMERS.	DESTINATIONS.
HAKATA MARU.....	KOBE and YOKOHAMA
F. L. Sommer.....	TO-MORROW, 27th October, at Noon.
MIKE MARU.....	TO-MORROW, 27th October, at 4 P.M.
S. Kawamura.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE
YAWATA MARU.....	TO-MORROW, 27th October, at 4 P.M.
A. E. Moses.....	TUESDAY, 31st October, at Noon.
KAGOSHIMA MARU.....	FRIDAY, 3rd Nov., at Noon.
KAWACHI MARU.....	THURSDAY, 16th Nov., at 4 P.M.
IDZUMI MARU.....	FRIDAY, 17th Nov., at Noon.
M. J. Curnow.....	FRIDAY, 17th Nov., at Noon.
BINGO MARU.....	FRIDAY, 17th Nov., at Noon.
G. E. T. Cook.....	FRIDAY, 17th Nov., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

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A. S. MIHARA,
Manager.

Hongkong, 26th October, 1899.

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MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.

Hongkong, 19th August, 1899. [45]

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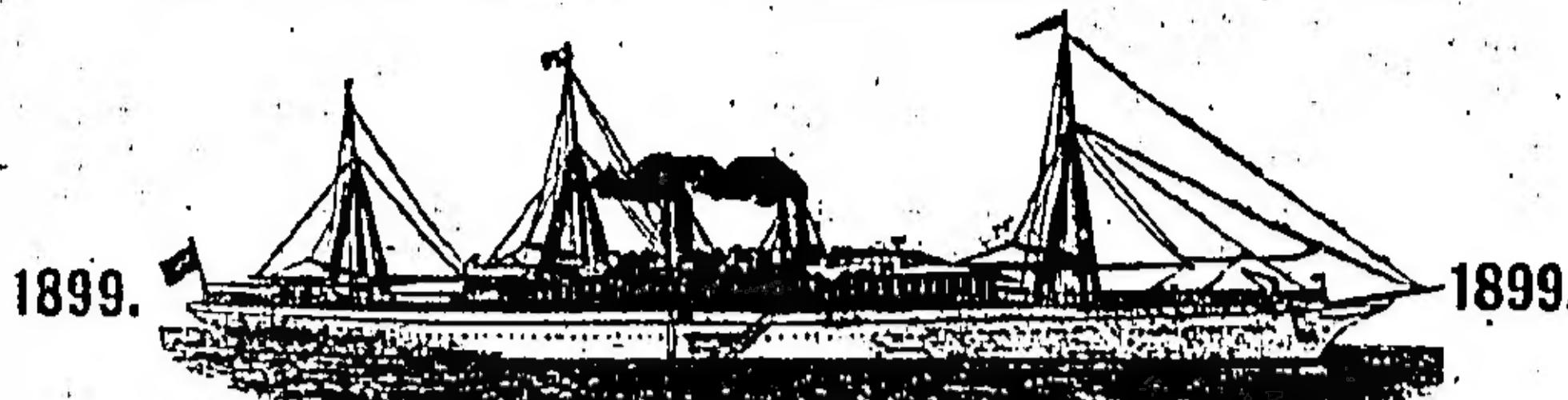
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EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 17th Jan., 1900.

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THE ACCIDENT ON THE
"HANSA."

We Singapore Free Press recorded yesterday that the German cruiser "Hansa" started her journey to China yesterday morning and had to put back in consequence of an accident in the engine-room, by means of which two men were severely injured, a steampipe bursting.

The cruiser came back to Port to send the two men to Hospital. She arrived back yesterday morning, being at the time the accident happened only thirty miles out. We regret to say the two men died while being brought ashore. Their names were Paul Feiske and Otto Jagow.

An inquest was held this morning and a verdict of "accidental death" returned.

A party of men from the vessel landed this morning and buried the two unfortunate men, with due honours.

The "Hansa" proceeded to Shanghai at eleven o'clock this morning, October 19th.

The "Hansa" is a 2nd class cruiser, built of steel, sheathed at the Vulcan Yard, Stettin, in 1898. She is 345 ft. 7 in. in length, 57 ft. 10 in. broad, with a draft of 21 ft. 8 in. Her coal capacity is 1000 tons and her complement 447 men.

The armament of the "Hansa" includes two 21 cm., eight 15 cm., three 8.8 cm., and ten 3.7 cm., all quick-firing guns, and four machine guns. Her armour is in nickel steel, and her build altogether modern.

The following is a list of her officers:

Fregatten Kapitän Pohl; 1. Off. Kapitän Schlesiger; Kapitän Tietz; Philipp; 1st Lieutenants; Freremy, Count von Mounds, von Klitzing & Röhr; Lieutenants von Gagern, Max, Schütz, Hentschel, von Gilgenhein, Becker, Pfeiffer and Zimmer; Surgeon Dr. Meyer.

BANGKOK LINERS.

The Scottish Oriental Steamship Company, says the "Bangkok Times," have resolved to immediately commence building two new boats for the Bangkok-Hongkong run. These steamers will both be slightly larger than the modern "Chao Tsi" class. The East Indian Steamship Co., Ltd., have bought from the Straits Steamship Company their steamer "Clio," a boat of 567 tons, not register. It is intended to put this steamer on the Bangkok-Singapore run where she will replace the "Kelanian" (Mudra). The latter vessel has been transferred to the "Borneo" line, and has undergone considerable alterations for that particular trade.

STEEL SHIPBUILDING.

PROGRESS AT BANGKOK.

A steel lighter for the East Asiatic Company, built by Messrs. Howard, Erskine, Ltd., has been launched at Bangkok. It is of the following dimensions:—length 150 feet, beam 23 feet, depth 9 feet, and a cargo capacity of 300 tons. This is the second steam lighter turned out by the firm at Bangkok, where steel is rapidly taking the place of teak in shipbuilding.

THE "KHERSON."

The Russian Volunteer Fleet cruiser "Kherson" is due here in a few days en route for Port Arthur, says the "Strait Times" of the 16th. She has on board upwards of seventy military officers, including Major-General Alexieff and staff, together with two colonels of the line and several lieut-colonels. General Alexieff is to take up command of the newly-created military position at Port Arthur. A vast quantity of war material, weighing upwards of 3,000 tons, in addition to the officers and men, is being brought out by the vessel.

RANGOON OUTRAGE CASE.

IMPLICATED MEN TO BE DISMISSED.

It has been decided that the men of the West Kent Regiment, who were implicated in the recent outrage on a Burmese woman at Rangoon, but whose guilt could not be brought home to them, shall be discharged from the army. This, apparently, is the only action the authorities can take.

TONQUIN TO NOUMEA.

It is stated that a New Zealand Shipping Co. intends starting a regular service of steamers between Noumen and Tonquin, with a subvention of £25,000, in view of the erection of a sanatorium in New Caledonia for the benefit of the troops and officials of French India-China, instead of incurring the expenses, which are very large, of sending them back to France.

LANGUAGE EXAMINATION.

SIX STRAITS CANDIDATES.

It having been decided that it would be conducive to the interests of the service in the Colony, and the Federated Malay States to have the language examination of the cadets and officers studying on the bonus scheme held simultaneously in Taiping and Kuala Lumpur, the first of such examinations were Messrs. E. S. Hock, A. W. Just, and Dato Sri Adikia Rajah. Perak contributed five candidates, namely, Messrs. J. C. Sugars, G. C. Amerly, R. Green-tree, M. A. V. Allen, and F. R. Tait; while the Colonial contingent consisted of Captains de Hamel and Gardner, and Messrs. Peel, Green, Talman, and Herford.

CEYLON FINANCES.

The Ceylon Budget, brought before the Legislative Council of that Colony on the 4th instant, shows a surplus of Rs. 2,294,000 in 1899. This year's revenue prospects are satisfactory. The revenue for 1900 is estimated at Rs. 25,120,000 against an outlay of Rs. 28,837,000. The excess in expenditure, mainly on account of railway construction, will be met out of surplus balances.

COOKIES AND TYPHOID.

A serious outbreak of typhoid fever has occurred at Exeter, no fewer than 39 cases having been notified recently. For some time the authorities were baffled in their endeavours to trace the source of infection. The dwellings of patients were found in perfect sanitary condition, and the general surroundings threw no light on the problem. It has now been discovered, however, that all the persons included in a particular notification had attended a school at Exmouth, and had, partaken of raw cockles gathered from the mudflats there, and other investigations have yielded a similar result. It is alleged that the boys of Exmouth collect the cockles from the very mouth of the sewage, and some boys have been seen washing their baskets in the sewage stream itself.

RELEASE OF INVINCIBLES.

The Press Association's Dublin correspondent telegraphs—James Fitzharris, "Skin the Goat," and Lawrence Hanlon were released on Tuesday August 22nd, from Maryborough Jail. Fitzharris was a cabdriver, and on the occasion of the Phoenix Park murders in May, 1882, he stood by the scene and hid in his cab three men armed and prepared to shoot any one who interfered to prevent the execution of their plans. He was convicted of being an accessory after the fact, and sentenced to penal servitude for life. Hanlon was also sentenced to penal servitude for life for attempting the murder of a man named Field, a jurymen in a murder case. A Maryborough telegram states that after leaving the jail Fitzharris and Hanlon proceeded by a quiet route to a point where the road passes beneath the railway. They then climbed on to the line and went to the station, leaving by the 9.15 train for Dublin. They were accompanied by two warden in plain clothes. Both looked in good health, but Fitzharris wore glasses. Their departure was witnessed by very few persons.

THE FLOATING HOME FOR BARROW WORKMEN.

The steamship "Alaska" the old Atlantic greyhound, was recently opened as a floating home for the workmen engaged by Messrs. Vickers, Sons, and Maxim. She is lying in the docks at Barrow. About 100 men have already availed themselves of the accommodation provided, and there is room for about 300 or 400 more. The number is increasing every day, as the new home, which is a club in every sense, has already become very popular, and the men are enjoying all the conveniences of the fine saloon, the cosy smoking and reading rooms, the upper and lower promenade decks, music in the saloons after meals are over, and a good menu, the inclusive charge for food, washing, and mending of clothes being 12s., 15s., and 16s. a week, according to the cabin occupied.

THE CONVICT-CAPITAL OF DARTMOOR.

In an article on "The Convict-Capital of Dartmoor" in the September "Chambers' Journal" a few facts are given, which may be reproduced, about the well-known penal establishment.

To-day there are in residence nearly nine hundred men, who are attended by between two and three hundred warders. Every man has, of course, a cell of his own. Books are allowed to any extent—if approved by the chaplain, and some of the prisoners are omnivorous readers of history, travel, and fiction. Each man is shaved once a week by a prisoner known to be an ex-barber, "though for a razor he is only permitted to use a species of small-toothed clipper." Three months before liberation, however, beards are allowed to grow.

The prison fare consists of three meals a day—a pint of tea and half a loaf of bread for breakfast; eleven ounces of roast beef or mutton for dinner, and half a loaf and a pint of cocoa for supper. For his dress the convict wears a tall yellow cap of the "Scotch" order, upon which a brass letter is fastened, one letter for each period of servitude the wearer has endured. The thick rough jacket and trousers are of the same yellowish hue; but after a year or two the "good conduct" men are privileged to exchange these for garments of dark blue and a red collar. A favourite form of insubordination is to tear to pieces these yellow suits, the punishment for which is that the "tiger" appears in the quarry next day arrayed in board-like black canvas.

Convicts sometimes attempt to regain their freedom, but are hardly ever successful. The most celebrated escape of the past—some say the only one—dates from many years back, when a convict lived for three weeks in a pugilist's cottage almost under the shadow of the prison walls. The grandmother, who lived in the house was dangerously ill; but before the warders came to search the house she got up from her bed and gave it, together with her nightcap, to the convict, who most successfully sustained the rôle of an asthmatic old woman of ninety. When the excitement had subsided he quietly left the house at night in the pugilist's clothes, and escaped to America. On Tuesday morning some of the convicts are usually seen on the platform of the South-Western station at Tavistock, clothed and bearded. They are on their way to Pentonville Prison, where they will be photographed; and then, with £2 in their pockets, will regain their freedom.

WRECK STATISTICS FOR 1898.

The statistical summary of vessels totally lost, condemned, etc., just issued by Lloyd's Register, shows that during last year the gross reduction was the effective Mercantile Marine of the world amounted to 1,141 vessels of 820,725 tons, excluding all vessels of less than 100 tons. Of this total loss, 322 vessels of 463,241 tons were steamers, and 819 of 357,484 tons sailing vessels. As regards steamers, the present return exceeds the average of the preceding seven years by 56 vessels and 135,577 tons; as regards sailing vessels it is below the average by 31 vessels and 28,551 tons. The excess in the case of steamers follows on the great increase during recent years in the amount of steam tonnage, and is partly attributable also to the amount of tonnage broken up, condemned, etc. Apart from cases which come within this latter category, the United Kingdom steam tonnage lost during 1898 exceeded the average of the preceding seven years by about 25,000 tons, while the tonnage owned has increased since 1891 by nearly 2,300,000 tons. The summary exhibits interesting data as to the relative frequency of the different kinds of casualty, etc., concluding the existence of vessels. Strandings and kindred casualties, which are comprised under the term "wrecked," remain the most prolific cause of disaster, 42 per cent. of the losses of steamers and 47 per cent. of the losses of sailing vessels in 1898 being attributable to such casualties. Great as the absolute loss of vessels belonging to the United Kingdom appeared to be in 1898, it formed but a small percentage of the Mercantile Marine of the country, and compared favourably with the losses sustained by other leading maritime countries. The Merchant Navy of the United Kingdom showed the smallest percentage of loss, viz., 2.4 per cent. of the vessels owned, the Colonies following with 3.05 per cent., and Norway being the highest with 7.30 per cent. As regards steamers, while the percentage for the United Kingdom stands at 2.05, the average of the percentage of loss for the Colonies, United States, France, Germany, and Norway was 2.58. For sailing vessels the United Kingdom shows an average percentage of 3.45, compared with 7.14 for the other five countries.

GRIMAUDET'S SYRUP
OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lunga and Bronchial Tubes, should take

GRIMAUDET'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimaldi's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimaldi's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAUDET & CO., Paris, 844 in all Countries.

THE HONGKONG TELEGRAPH, THURSDAY, OCTOBER 26, 1899.

TELEGRAMS.

The following are from the "Hongkong Times," of October 10th:

The Plague.

SIMLA, October 9th.

The following is the plague summary for the week ending 7th October.—Reported deaths in all India were 6,227, or over 1,000 above the total of the previous week, in Bombay city the reported deaths increased from 82 to 105, and in the presidency from 5,178 to 5,750.

There were seven deaths at Karachi. Plague increased in Satara, Belgaum, Dharwar and Bijapur states but improved in Kolhapur and Ahmednagar districts. The reported deaths fell in Calcutta from 57 to 47. An outbreak was reported in the Shant district. Deaths rose in Nagpur city district from 35 to 51. Some cases of plague occurred in a village in the Hoskotapur district. The Mysore state remained stationary; but a marked increase took place in the Hyderabad state where four districts are affected.

England Congratulates India.

SIMLA, October 9th.

Lord Lansdowne has formally intimated through the Secretary of State for India the warm congratulations of Her Majesty's Government at the admirable manner in which the recent embarkation of troops for South Africa have been arranged by the authorities in India. It may be remarked that the prompt way in which the Indian contingent has been despatched is practically due to the perfection of the mobilisation scheme which is in force in India, and that had more ample dock accommodation and shipping been available, the troops would probably have been moved several days earlier.

The Government of India may, at all events, be congratulated at not only having its army equipment in excellent readiness, but also upon having practically saved the situation as it at present stands in South Africa.

The Viceroy's Tour.

The dates and arrangements for Lord Curzon's coming tour are still unsettled.

The Simla Fancy Fair.

Lady Curzon accompanied by Lord Luffield, A.D.C. and the Misses Leiter formally opened the fancy fair in aid of the new European hospital this morning.

Further arrivals of Indian Troops in Africa.

BOMBAY, October 10th.

Transports "Palitana" and "Sirsa" with the Gordon Highlanders; the "Nurani" with a company of the 6th and a company of the Gladiators; and the "Wardha" with a squadron of the 9th Lancers have arrived at Durban. The "Wardha" is ordered to Capetown.

Return of Indian Transports.

The "Sutlej" left for India via Mauritius, the City of London for Bombay, the "Purana" and "Pandava" for Calcutta. The Indian bound ships have been detained by bad weather. Coal is exhausted in Durban and the natives have deserted the mines. The ships from India fortunately took sufficient coal to enable them to return without coaling at Natal.

An Indian Railway Clearing House.

SIMLA, October 10th.

The railway recent conference has decided with reference to establishing a clearing house or houses in India that a special officer shall visit the principal lines, investigate matters and report to the next conference the probable cost and economy of such an institution.

Concessions to Pilgrims.

With regard to the concession of third-class fares for a double journey to pilgrims and pleasure parties travelling long distances by mail it was decided that while the principle of granting concessions in fares to pilgrims for long traffic to important melaas is sound, no general rate can be laid down, but each case must be on its own merits.

For further information, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th October, 1899. [1337a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"SAMSHUI" & "WUCHOW,"

will be despatched alternately from Messrs. DOUGLAS LAPRAIK & CO'S WHARF, at 5 P.M., MONDAYS, WEDNESDAYS and FRIDAYS, for WUCHOW, calling at KONG-MOON, KAMCHUCK, SAMSHUI, SHIURING and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals.

HONGKONG TO WUCHOW.

Single Fare.....\$10.00

Return Fare.....\$17.50

Single Fare.....\$20.00

Return Fare.....\$35.00

The Attention of Passengers is drawn to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 23rd October, 1899. [1337a]

WEST RIVER SERVICE.

THE New River Steamers

"DAMANTE,"

Captain Tayler, will be despatched for the above port, TO-MORROW, the 27th instant.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvement for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

Intimation.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELectric Bells,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898.

[135]

The Share Market.

LATEST QUOTATIONS.

(October 26th.)

Banks.

Hongkong and Shanghai Banking Corporation

—32 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 1/4 buyers.

The Bank of China & Japan, Ltd.—(Deferred) 1/5 buyers.

National Bank of China, Ltd.—\$28.

Do. Do.

Marine Insurances.

Union Insurance Society of Canton, Ltd.—\$24.

China Traders' Insurance Co. Limited—\$59.

North China Insurance Co., Ltd.—Tls. 200.

Yangtze Insurance Assoc. Ltd.—\$121.

Canton Insurance Office, Ltd.—\$135 buyers.

Straits Insurance Co., Ltd.—\$3.

Fire Insurances.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$86.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$29.

Indo-China Steam Navigation Company, Ltd.—\$79.

China and Manilla S. S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$47.

China Mutual S. N. Co., Ltd.—(Preference) 1/6 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary) 1/5 to buyers.

China Mutual S. N. Co., Ltd.—(Deferred) 1/5 to buyers.

Star Ferry Co., Ltd.—\$19.

Refineries.

China Sugar Refining Co., Ltd.—\$135.

Luzon Sugar Refining Co., Ltd.—\$48.

Mining.

Penang-Mining Co., Ltd.—\$62.

Preference Shares—\$1.80.

Société Française des Charbonnages du Tonkin—\$26.

Queen Mines, Limited—\$0.47.

Java Gold Mining and Trading Co., Ltd.—\$14.80.

Katanga Gold Mining Co., Ltd.—\$24.

Oliver Freshfield Mines, Ltd.—\$1.51.

Oliver Freshfield Mines, Ltd.—\$0.70.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$1.80.

Docks, Wharves, and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$15.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$90.

Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.

New Amoy Dock Co., Ltd.—\$14.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$90 buyers.

Hongkong Land Investment and Agency Co., Ltd.—\$105.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$30.

Hongkong Hotel Co., Ltd.—\$20.

Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Grand Island Cement Co., Ltd.—\$28.

China-Borneo Co., Limited—1/10 buyers.

A. S. Watson & Co., Limited—\$16.75.

Hongkong Electric Co., Limited—\$17.

Hongkong and China Gas Co., Ltd.—\$132.

Hongkong Kops Manufacturing Co., Ltd.—\$189.

Geo. Fenwick & Co., Ltd.—\$424.

Hongkong Ice Co., Ltd.—\$125.

Hongkong High-Level Tramways Co., Ltd.—\$147.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bell's Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$80.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 66.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 77.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahlong Cotton Co., Ltd.—Tls. 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)

Telegraph Address—“Rialto.”

EXCHANGE

Hongkong, 26th October.

ON LONDON, Telegraphic Transfer 1/10.

Bank Bills, on demand 1/10 to 1/16.

Credit, 4 months' sight 1/11.

D'ments, 4 months' sight 1/12.

ON BERLIN (demand) M. 1.95.

ON PARIS, Bank Bills, on demand 2.415.

Credit, 4 months' sight 2.47.

ON NEW YORK, Bank Bills, on demand 60.

Credit, 4 months' sight 67.

ON BOMBAY, Telegraphic Transfer 1/14.

On demand 1/14.

ON SHANGHAI, Telegraphic Transfer 1/15.

Private, 30 days' sight 7/14.

ON YOKOHAMA, T. T. 64 per cent. prem.

Sovereign Bank's Buying Rate \$10.43.

Gold Leaf 100 touch, per tael 54.50.

Bar Silver 26.

Dollars 34 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 26th October.

New Pains 930 per chest.

New Banares 860 per picul.

Old Malwa 875.

Persian, paper tied 800.

VISITORS AT THE HONGKONG HOTEL.

Mrs. J. H. Aitken

Mrs. John Angus

Mrs. T. M. Arnott

Dr. C. Bach

Mr. W. S. Bailey

Mr. B. J. Bartlett

Mr. W. M. Blackett

Mr. and Mrs. A. H. Botterheim

Mr. J. W. Brown

Mr. G. Brusse

Mr. F. T. Burgdorff

Mr. A. B. Carter

Miss J. M. Cawley

Mr. and Mrs. F. Clark

Mr. W. Dennis

Mr. P. C. Denroche

Mr. H. Dunbar

Mr. D. Earsman

Mr. H. F. Favel

Capt. P. Hall

Mr. R. J. Hall

Mr. G. Havens

Major and Mrs. H. Higgs

Mr. T. Howard

Mr. Magdon Ismail

Mr. J. Jackson

Mr. and Mrs. J. Jeffreys

Mr. E. A. Katsch

Mr. F. Katsch

Mr. J. Kirkwood

Mr. R. L. Kitching

Mr. E. H. Korteweg

Mr. J. Y. Mayston

Mrs. McCrackin and child

Mr. T. S. Meser

Mr. E. O. Murphy

Capt. and Mrs. Myhre

Mr. K. Nakabayashi

Mr. A. C. Van Nieper